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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY Poland

REPORT

SUBJECT Gdynia: Harbor Installations, the Arka Fishing Company, and the Repair Shipyards

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SOURCE EVALUATIONS ARE DEPENDENT

1. Description of the port of Gdynia, with sketch,
2. Report on the Arka Fishing Company, including drawings of types of fishing boats used; the port of Gdynia, keyed to a scale map; and the Gdynia Repair Shipyard, keyed to a sketch map.

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INFORMATION REPORT INFORMATION REPORT

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COUNTRY : Poland

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SUBJECT : G D Y N I A - The "ARKA" Fishing Company - The Gdynia Repair
Shipyards ("Stocnia Remontowa Gdynska")

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I. THE "ARKA" FISHING COMPANY

A. THE CANNERY

The "ARKA" fishing organization, is a large enterprise that has at its disposal a large cannery and a fleet of 250 fishing boats. The building installations basically consist of a four-story building and 2-3 other buildings, that are within the area of the harbor. The total of the workers employed in the cannery, comes up to 1,500. The daily output of the cannery amounts to 250-300 tons. The cannery operates with one shift of workers. Some departments use two shifts. The total of Polish fishing is canned at the "ARKA" cannery.-

B. THE "ARKA" FISHING FLEET

The fleet of "ARKA" includes about 250 vessels. Of these vessels, 150 are of the B-12 type, built after World War II (many of these vessels were built in the "STOCNIA REMONTOWA GDYNSKA" shipyard in Gdynia), 80 are iron ones of uniform type and the remaining, about 20, are of various types.

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a) THE B-12 FISHING VESSEL (See drawing A).-

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The B-12 fishing boats are being used for fishing in the high seas. These fish in the North Sea in summer. They are of the following description:

Built: This is mixed, viz. their skeleton (timbers, beams, girders, waterproof partitions, etc.) is made of iron, while their outer cover and the deck are made of wood.-

Dead-weight: 80 tons.-

Length: 45-50 feet.-

Breadth: about 15 feet.-

These vessels have one hold. The inner walls of this hold, are lined with cork.-

Engines: These have a 250 HP, 250 round, Super-DIESEL 'BOLOUNT' type engine, [REDACTED]

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Fuel used: [REDACTED] these use 45-50 kilos of DIESEL oil per hour. Each vessel has 4 fuel tanks of $1\frac{1}{2}$ tons each. However, they can take fuel in barrels as well. [REDACTED]

[REDACTED] by using 45-50 kilos per hour, they have enough fuel for about 5 days. When B-12 vessels are fishing in the North Sea, they are supplied with food-stuffs and fuel, by supply ships [REDACTED]

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Masts: These have two masts.-

Speed: 10-12 miles p.h.

Tele-communications: All these are equipped with a wireless telephone. [REDACTED]

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good weather conditions, these telephones'

range is 600 miles [REDACTED]

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Navigation equipment: All these are equipped with a radio direction finder and a sound detecting instrument. These vessels have no Radar. They are further equipped with two compasses and two helms viz. one on the bridge and one on the false bridge. The compasses are of German manufacture.-

Refrigeration: The kinetic engine is joined by a strap with the refrigeration machine which it puts into motion.

Refrigeration tubing is there in the hold.

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Known defects: The timber used for the outer cover, is of very poor quality (coarse-grained timber) and, for this reason, the vessels are drawn up on land every three years, to have the easily destroyed boards of their outer cover replaced.-

Ability to float: These vessels have four water-proof partitions and considerable reserves of navigability, so that they can stay afloat, even if one of their water-proof compartments is flooded.-

Crew: Their crew consists of 9 persons, viz. a Master, an asst. Master, an Engineer, an asst. Engineer, four sailors and a ship's boy.-

Fishing: This is done with nets. These vessels have their two fishing davits on the right hand side. Their winch is quite powerful.-

General Information: These vessels can also use sails for extra

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speed.- [redacted] B-12 vessels

can be used as mine-sweepers, although their winch is on the bow side of the superstructures. Their bridge is a high one - about 15 feet above the deck. B-12 vessels being built now, have a projecting roof.-

The capstan is hand operated.-

b) THE 45-TON IRON FISHING VESSEL (See drawing B)

These vessels are of uniform type and there are 80 of them, all property of "ARKA".-

These are being used exclusively for fishing in the Baltic Sea.-

They are built in Stettin and Danzig.-

These vessels are of the following description:

Built: These are made of iron. The iron plates of the outer cover, are welded together.-

Dead-weight: 45 tons.-

Length: about 25 feet.-

Breadth: about 12 feet.-

These have one hold. The inner walls of this hold, are lined with cork.-

Engines: They have one Super-DIESEL engine. This engine is of a different type from the one used in B-12 vessels.-

Masts: They have two masts. The sternal mast is a very small one.-

Speed: about 8 miles p.h.

Tele-communications: All are equipped with a wireless telephone.-

Navigation equipment: Not all are equipped with a radio direction finder and a sound detecting instrument. At any rate, the majority of them are.-

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Refrigeration: These have no refrigeration system. Preserving of
the fishing proceeds is done with ice.

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Crew: 4-5 persons, viz. the Master, an Engineer and 2-3 sailors,
man these ships.-

Fishing: See relative paragraph for B-12 vessels.-

General Information: These vessels can also use sails for extra
speed.-

c) THE REMAINING "ARKA" FISHING BOATS

These, about 20 in number, are of various types.-

d) THE "ARKA" SHIPS-REFRIGERATORS

The "ARKA" Co. uses two large ships as floating refrigerators for
the preservation and transporting of the fishing proceeds of the
boats fishing in the high seas. One of them, an approx. 5,000 ton
motor-ship, is called 'MORSKA VOLA'. The other, an approx. 10,000
ton steam-ship, is called 'FREDERIK SOPEN'. Both are old German
ships.-

C. PRIVATELY OWNED FISHING FLEET

These come up to about 200 vessels of 15-35 tons each. They use ice
for refrigeration and preserving of the fishing proceeds. Almost all
are equipped with a wireless telephone. Some of them are equipped
with a radio direction finder and a sound detecting instrument.
Privately owned fishing boats compulsorily turn over to "ARKA", 40%
of the fishing proceeds to be canned, while the remainder they are
allowed to sell at will.-

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The Polish fishing fleet uses for bases the ports of the Baltic Sea, 25X1

Gdynia, [REDACTED]

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The crews of all fishing boats consist of Poles and Polish-Germans.-

D. NAVIGATION EQUIPMENT

All wireless telephones used by Polish fishing boats, are made in East Germany. A Polish company under the name of 'MORS' was recently established, which either manufactures, or possibly just assembles, the wireless telephones, the radio direction finders, the sound detecting equipment, etc. that are sent from abroad.-

II. THE PORT OF GDYNIA

(The numbers are noted on attached drawing E).-

1. Southern entrance to harbor. It can be used by vessels of all tonnages. It is mainly used in seasons when the main entrance (the Eastern one) is blocked by ice. It draught is 25 feet.-
2. Fishing School (SKOLA RIBATSKA).

The building is an enormous one, possibly a four-story one. [REDACTED]

3. A recess, used by pleasure boats (yachts, etc.). It is being used by Naval Officers. Some of them are not entitled to use pleasure boats.-
4. Special beach, used exclusively by Naval Officers. It is surrounded by a wall.-
5. A park, now under construction.-
6. The Naval Officers' Club. The building is an old, 40 X 40 meters, two-story one, that is well-maintained. Its roof forms a terrace. The building is guarded by sailors.-

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[REDACTED] about 50 Officers of all ranks, at the most.-
[REDACTED] group of mainly one-story buildings. These house Marine Services

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and about 50 Marines. This number includes the carpenters engaged in maintaining and repairing the yachts and other pleasure boats of the Officers. Admission to areas 2 and 7 is unrestricted.-

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8. General Hqs of Polish Marines. The building is a 60 X 60 meters, 5-6-story one. It has been built recently and it is now being whitewashed.

This is the seat of an old Marine admiral. At any possibility, this is the Hqs of the Polish Marines.

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[redacted] the Marines

serving here come up to 500.-

- 8a. This block, too, belongs to the Marines.-

9. A street, built by small cubic stone, called OULITSA WASICHTONA.-

10. Recess for anchorage of fishing boats, called 'RIBATSIKA'.-

11. Area of the "ARKA" fishing organization, viz. offices and cannery (see relative chapter). Letter a marks the two entrances to the cannery.

- 11a. A repair-shop for fishing boats and a sliding board to serve the

"ARKA" fishing boats, are being built [redacted]

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[redacted] the repair-shop should, because

of its size, include 15 tons (?). The sliding board has a concrete floor with rails laid on it. The hoisting power of the sliding board will be for vessels of up to 100 tons.-

12. Naval sentry posts on the breakwater. These are manned by 3-4 sailors each, and are equipped with a telephone and a search light. At the sentry post on the Southern entrance, [redacted]

[redacted] a machine gun.

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13. Three fuel tanks. [redacted]

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seen at this point, barges of the Navy receiving oil.-

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14. Anchorage for the "ARKA" fishing boats.-
15. The periods mark the area of the "STOCNIA REMONTOWA GDYNSKA" shipyards (See relative chapter, with drawing).-
16. A sliding board of the "STOCNIA REMONTOWA GDYNSKA" shipyard (A detailed description of this sliding board, is given in a separate chapter about these shipyards).-
17. Two floating dry-docks belonging to the "STOCNIA REMONTOWA GDYNSKA" (See relative chapter).-
18. The COMMUNA PARISA Shipyards:

These have two sliding boards and built vessels of 1,000-1,200 tons. [redacted] those

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employed at these shipyards exceed 2,500.-

All ships, built by this shipyard, are ships of the same type (SISTER SHIPS) (See drawing C). The engines put in the ships built, are of/^{the}internal combustion, 750 HP type, and are made in Hungary. These ships have one propeller, two holds, and crew quarters and the bridge are on the stern.-

Their speed is 9-10 miles.-

The total of the ships built, is received by the Soviets. [redacted]

[redacted] that up to that time, the Soviets had received 18 ships. Two or three ships were delivered to red China in May 1956. The Poles kept only one ship, the 'PILICA', which is somewhat different in shape (it has not projecting roof).

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It takes some time for the ships built to be completed, following launching. Soviet technicians supervise from beginning to end, the ships built for their account, and examine thoroughly the work being done.-

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Quite often, they give orders for things to be done over. Work for the expansion of the shipyards, was done in July. Basically, there are two shifts working in the shipyards.-

The shipyard has a foundry for cast iron. The two shipyards (the COMMUNA PARISA and the STOCNA REMONTOWA GDYNSKA) co-operate with each other.-

19. Two floating dry-docks belonging to the "COMMUNA PARISA" shipyards. The large one has a 12,000-ton hoisting power.

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The small one, which has a hoisting capacity of 4-5,000 tons, has received the Polish s/s [redacted] (KOLBREG in Polish). Both dry-docks are of this shape , and have a crane on one of the towers.

20. Position where loading is effected for [redacted] (iron, sheet-iron, machinery).

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[redacted] 6-7 electric cranes are there on the mole. The goods are stored out of doors (there are no warehouses near the mole).-

21. This space belongs to the Polish Salvage Service. This Service has at its disposal two powerful tug-boats suitably equipped for drawing up shipwrecks (pumps etc.) and a steam-driven pontoon (self-propelled) of more than 800 tons, which is equipped with all diving and refloating apparatus to do similar work at a large scale. The pontoon bears a 75-ton crane in its middle. The engine room of the pontoon is sternwards. Its crew is 60 men, including the divers. Its length is 200 feet, its breadth 45-50 feet, while its draught is small. This pontoon is an old one.-

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The Salvage Service has at its disposal about 15 floats. Soviet technicians are attached to this Service, too.-

21a. Position for loading coal. A total of about 10 cranes and portal cranes are there between points a-b. These are electric ones and travel on iron tracks.-

Three large vessels can dock at mole a-b.

Loading of ships ordinarily takes place directly from the railroad cars.-

22. Machinery for automatic loading of coal, are installed on the two marked piers and in particular on the northern end of the Southern pier and on both ends of the Northern pier (these are marked with dots on attached drawing 'E'). One vessel of a LIBERTY ship's capacity, can load on each side.

23. Workshop for buoy and lighthouse maintainance and repair.-

24. Position of anchorage of the vessel of the lighthouse and buoy service. This service has only one vessel at its disposal of approx. 300 tons.-

25. Position for unloading of ore, as well as for loading of iron pieces to be shipped to China.-

26. The ROTTERDAMSKY pier.-

27. Position not used for loadings and unloadings. Ordinarily, ships waiting to load up anchor there.-

28. A destroyed mole. this is now being repaired.-

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29. Docking position of the Polish passenger ship s/s BATTORY.-

30. A wooden mole under construction. It consists of wooden beams covered by boards.-

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31. Building housing the Harbor-Master's Office and the Pilot Station.

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The Harbor-Master's Office includes men of a special, armed
Corp [redacted]

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32. Tug-boat anchorage. The port has four tug-boats at its disposal.

Two of them are named TITAN and ATLAS. These are steam-driven
and of old manufacture.-

Regarding their HP, [redacted] all four assist in
towing, when the passenger ship BATTORY arrives.-

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33. Position for loading general cargo, [redacted]

[redacted] Cranes and warehouses are there along the entire length
of the mole.-

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34. The POLSKY basin.-

35. 'Dead' position. There are no cranes.-

36. Position for unloading of peanuts and dry fruits in general,
for the extraction of oil by a plant nearby. [redacted]

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37. A seed-oil plant.-

38. A silo, having four suction machines.-

39. There are no means for loading and unloading at this place,
which is used by ships anchored there for various reasons.-

40. Same as above.-

41. A free zone. Shipments for China are effected from this place.-

42. VOLNA STREFA (Free Zone) basin.-

43. Buildings occupied by VOP (Border Troops).-

44. Are not used for anything.-

45. Two dredgers with handles worked there [redacted] to deepen
the sea. New harbor works are also being done.-

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46. Area for loading timber. [redacted] the piers shown on the map, do not exist except for one or two.

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The s/s [redacted] gross tonnage 7059 kors, has loaded at this position.-

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47. One of the positions marked, is for refueling. At any rate, [redacted] there are no fuel tanks to be seen.-

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47a. Salvage of a German cruiser, drawn up in 1954.-

NAVAL BASE

48. Area of Naval Base [redacted]

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The Polish Fleet is served (dry-docking, etc.) by the COIMUNA PARISA shipyards. [redacted]

Soviet Naval Mission to about 40-45 Officers.

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49. This area belongs to the Navy and is used for anchorage of fleet units.-

This is where ordinarily the Soviet Fleet units anchor, whenever they visit Gdynia. Ordinarily, this happens once or twice a year. [redacted] the cruiser SVELDOV and 3-4 destroyers visited the port.-

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50. Area belonging to the Naval Base, with many ruins caused during World War II.-

51. A hill named OXIVIA, part of the Naval Base area.-

5-8 tall, wireless antennas are there on this hill. A semi-circular, netted Radar antenna is also seen. The Radar antenna stands lower than the other antennas.-

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NAVAL MANOEUVERS, ETC.

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Throughout the entire summer, viz from May till the end of

September, the Polish Fleet, sailing from Gdynia, goes on manoeuvres at sea.

Ordinarily, all vessels sail away, to return in groups every 1 - 1½ months.

Sailors' service is 4-5 years.

In Gdynia, the Polish Navy has many trucks at its disposal.

It also has many passenger cars at its disposal, to pick up the officers from their homes. In particular, all officers ranking from Lt. Senior Grade and up, are being taken from one place to the other by passenger cars.

seen two Polish Admirals. It seemed that one of them, an old man, was the Marine Commandant. The other, a young one, must have been from the Navy.-

SHIPBUILDING IN STETTIN

in the Polish shipyards in STETTIN ships of up to 5,500 tons were being built there and these were being delivered exclusively to the Soviets.

The shipyard has two sliding boards at its disposal. It takes about 16 months for a ship to be built and about 6-8 months are required for its completion, following its launching into sea. Soviet technicians supervise the ships being built from the beginning. They are very subtle and they reject even the least of careless work.

GENERAL INFORMATION ABOUT THE PORT OF GDYNIA

Ships supply in water is done from the moles. There is a complete

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network of water supply. The entrances to the harbor are open, that is no blockings have been casted into the sea.-

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III. THE GDYNIA REPAIR SHIPYARDS ("STOCNIA REMONTOWA GDYNSKA")

A. ORGANIZATION

These shipyards are in basin No. 2, [REDACTED]

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The letters explained herebelow, are shown on attached drawing 'D':

a) A 15 meters wide X 30 meters long, two-story, brick building.

The arrangement of the ground floor is shown on the drawing. The schools mentioned function at certain hours and on certain days of the week, with the purpose of perfecting the occupational skills of the workers of the shipyard. The first floor includes office spaces, a movie room and a doctor's office.-

b) A one-story brick building, with a roof made of tar-paper. The dimensions of this building, are those of building a. The two end departments of this building are engaged in steam-engine (repairs ?) as well as in building small windlasses (winches) for small vessels of up to 100 tons in capacity.-

c) This building has the same height all around, though in some parts it is a one-story building, while in other parts it is a two-story one. Its dimensions are 20 meters wide X 30 meters long X 12 meters high. It is built of bricks. The department of auxiliray iron works, employs about 40 persons. The department for the manufacture of bumpers, etc., employs about 20 persons. The electro-motor repair department employs about 15 persons.-

d) A brick warehouse for storing iron materials. This is surrounded by a projecting roof (marked by dots on the drawing) the space under

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which is also used for storing materials.-

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e) A boiler room. It includes four old boilers of 10 tons each. These supply the plant with steam, primarily to keep the plant warm, and in the second place to move some of the machinery. The central compressor of the shipyard operates on steam. The main source of energy of the shipyard is electricity. Three shifts of workers give the boiler room continuous operation. Its personnel consists of six stockers and a chief-stocker. The boiler room is built of bricks. Recently, they brought to the boiler room two more boilers that were drawn up from a wrecked ship. These two boilers have not been connected, for it is probable the steam-driven machinery to move on electricity.-

f) Central electric work-shop. This is a one-story, brick building. Its personnel, consisting of about 20 persons, makes all electric installations on the fishing boats.-

g) There are about 10 foremen. These are technicians supervising all work done.-

h) A one-story, brick building, housing a group of upholsterers (5 persons) and painters (about 40 persons).-

i) A pole made of netted iron shafts, about 40 meters high. The top is pyramidal. The base is 4 X 4 meters. On the top and on each side, this bears 2 search-lights (8 in all) which illuminate a large part of the shipyard.-

ia) Concrete base of a machine-gun nest. This has been built by the Germans and is not being used today.-

ib) A brick building, housing a life squad consisting of 5-6 persons.

ic) The shipyard guard-house. This houses about 25 persons with a Second Lt. in charge. All have been issued sub-machine guns. At

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present, they guard disarmed (unless they bear a concealed pistol).-25X1

id) A wooden building housing a group of 4-5 persons engaged in refilling batteries for Diesel-engined vessels.-

ie) A two-story, brick building, housing a carpentry shop. This makes wooden hold covers, furniture, etc. It employs more than 40 persons.-

The same building houses a blacksmith's shop that makes ships' bridges, timbers, beams, keels. etc. From the standpoint of equipment, this has 2 presses , 3 milling machines, two electric scissors, 2 or 3 scythes, and has at its disposal 2-3 groups of weldors.-

Light objects are stored on the first floor.-

if) A low shed, used for storing various kinds of shipbuilding materials.-

ig) A two-story, brick building. Dimensions: 50 meters long X 25 meters wide X 10-12 meters high. This houses the central electric and oxyzen welding department of the shipyard. It employs 3 persons.

It has a [] electro-welding machine and an auto-
matic cutter. The blacksmiths' department has at its disposal, 5-6
furnaces, two electric scissors for cutting sheet iron, and a
steam-hammer. With regard to the steam-hammer, []

[] it was a 10-ton one. About 50 persons are working
in the plumbing department. The entire first floor is used for
office space.-

ih) Shoe and tailor shop for the workers.-

ii) a kiosk.-

j) Central gate to the shipyard. It is guarded by two sentries.-

ja) An 8 meter wide X 30 meter long, one-story, wooden building,

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used as mess hall. Its capacity is 300-400 persons. It is open only for the noon meal.-

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jb) An approx. 25 meter long, two-story building. The ground floor is used for storing materials. It further houses the store-room of the Fire Dept.-

The first floor is used for office space.-

jc) Central offices of the shipyards. These include the office of the Director of the shipyards, finance services, etc.-

jd) A two-story building. The upper floor includes offices and warehouses. This is where the group of specialized technicians and the maintenance men of the shipyards' mechanical installations, are housed. It employs about 25 persons.-

je) A light pole, similar to the one mentioned here-above (see paragraph (i)).-

jf) A strong, concrete building, including the shipyard hangars (shipbuilding beds) where the B-12 fishing boats are built. This is 40 meters wide, about 60 meters long and about 15 meters high. It includes two large furnaces about 10 meters long, which operate on air and coal and which are used for bending the timbers, the (stern) posts , the girders, etc., of the ships being built. The shipbuilding lines are being engraved in the regular size of the vessels under construction, in the engraving room. Although there four shipbuilding beds (marked by red lines), the shipbuilding lines of only one vessel are engraved in the engraving room, as all vessels are of the same type.-

There are 4-5 model-makers. A crane, moving on tracks, is attached the roof of the shipyard hangar. This is used for the placing of various parts of the vessels being built.-

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jg) A slip-way of the shipyards. The permanent slip-way is made of cement. An old slip-way was there at this position. This was broadened [] The work was done by Poles. Four metallic beams are placed on the permanent slip-way, on which the wake of the vessel slides assisted by wheels. The wake is a strong platform with a central series (line) of cavils (kevels) and lateral supports. This slip-way is of the standard, lateral type, that is, the ship enters the slip-way and is drawn up laterally and not longitudinally. The refloating of the wake is done with an electric windlass. The vessels drawn up to land from the wake, are pulled on wheels toward the sides of the slip-way. There are four positions on each, left and right, side of the slip-way, to receive the vessels being drawn up, and each position is capable of receiving three vessels of the B-12 type, one after the other. Totally, 24 vessels of the B-12 type can be drawn up, of which 12 go on the right-hand, and 12 on the left-hand, side of the slip-way. Ordinarily, those being drawn up to undergo repairs go on the right-hand side, while the left-hand side receives the vessels that leave the shipbuilding beds to have their building completed.-
jh) A wooden building housing the plumbers (or tin smiths) ^ (4-5 persons).-
ji) A rigging work shop. About 10 persons (riggers) are employed to build the masts, the sails, the rigging, etc.-
k) The Fire Station of the shipyard (a wooden building).

This has at its disposal about 5-6 two-wheel and four-wheel barrows bearing Diesel-engined pumps for drawing up water from the sea. The Station is further equipped with two-wheel barrows bearing ladders, and with many hoses. The personnel of the Fire Station,

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comes up to about 10. There is an abundance of fire extinguishing equipment. There are further many minor fire stations that include portable foam extinguishers, shovels, pick-axes, water and sand tanks, etc. There are also many water valves (hydrants) with hoses, as well as electric fire alarms.-

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ka) A closed gate, guarded by a sentry.-

kb) Two electric cranes of 5 tons in hoisting power each. These are of pre-war manufacture. One of them was being repaired [redacted]

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kc) The small floating dry-dock of the shipyard. This is shaped like a U and is made of iron. It has no crane. This is a self-submerging one and its hoisting power is about 500-600 tons. [redacted]

[redacted] this has drawn up the Polish motor-ship ATLAS,

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kd) The large floating dry-dock of the shipyard. This is an iron, about 80 meters long, dry-dock and is shaped like a U. It has no crane. This is the one half of a salvaged floating dry-dock. Its hoisting power is about 1,500 tons. As an example, [redacted]

[redacted] this has received the Polish tankers TOURNIA and RISI.

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This cannot submerge and emerge by itself. It is, therefore, for this reason that, whenever it is about to receive a ship, it is towed to the 'COMMUNA PARISA' shipyards where, with the use of

[redacted] mechanical energy, it submerges, receives the vessel and

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then emerges. This dry-dock is not anchored, but it is tied down to the mole.

ke) Point for all fishing boats to bunker. It has one supply pipe that gives out about 20 tons of Diesel oil per hour.-

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kf) A strong, camouflaged, underground air shelter, built by the Germans.-

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- kg) Central air-compressor. It is supplied by steam from the boiler room of the plant.-
- kh) A closed gate, guarded by a sentry.-
- l) Gate used by the personnel.-
- la) The red line indicates the railroad track. The red dotted line marks a railroad track, about the direction of which the Source cannot give precise information.-
- lb) A barbed wire fence, separating this side of the shipyards from the rest of the harbor.-
- lc) Same as above.-
- ld) A sentry of the harbor (not of the shipyards).

Except for areas lc and ld, the shipyard is surrounded by a stone-wall.-

B. SEA AREA OF THE SHIPYARDS - MOLE

A. Position of anchorage of vessels under repair.-

B-B'. The draught of the sea in front of moles B and B', is 20 - 22 feet.-

C. Position of anchorage of vessels under repair.

The draught of the sea is 20 - 22 feet. The Polish three-mast training vessel DAR-PO MORZA, draught - when ballasted - 20 to 22 feet, belonging to the Merchant Marine School, has docked at this area.-

D-E. These are brand-new concrete moles. Stone blocks were used for the foundations, while the upper part is made of cement mixture poured into moulding boards.-

F-G-H. Moles where newly built vessels are being completed. Valves/for (about 20) the ships' supply in water, are there along the entire length

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of the moles, which are also used in case of fire. There are also valves that supply compressed air to vessels undergoing repairs.-

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C. GENERAL INFORMATION

The shipyard has a foundry that makes only bearings.-

The shipyard further makes stocked anchors that weigh about 70 okas.-

The paints used for the bottoms of the vessels, are made in Poland and are known as PATENT I and PATENT II.-

The total of the workers and clerks employed, comes up to about 1,500.

Ordinarily, these work in one shift, except for certain specialties (carpenters, lathe operators, etc) that work two shifts.- Director

of the shipyard, is one named ANDREEV, f.n.u., [redacted]

[redacted] he is a Soviet.-

25X1

D. YIELD OF THE SHIPYARD

[redacted] these shipyards, [redacted]

were building almost exclusive-

ly B-12 fishing boats.

[redacted] 146 vessels had been

25X1

completed and delivered by the shipyard, 4 were still under construction on the shipbuilding beds and 7 were in the last stages of their building.-

25X1

[redacted] 4-5 vessels (of the B-12 type or another type of proportionate tonnage) can be built per year, one shift working.

Two shifts can turn out 8-10 vessels yearly.

25X1

[redacted] with three shifts working, the shipyard's greatest yield is about 15 vessels yearly.-

[redacted] the output of 2 and 3 shifts, presuming that

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there will be no shortage in materials, something that, even now 25X1
that there is one shift working, presents itself often, resulting
to a stoppage of the work of the shipyards. A shortage is usually
present in iron, pipes, electric equipment, wire-ropes and paints.-
In addition to the B-12 vessels built, these shipyards built

four vessels of 100-120 tons, that will be used as life- 25X1
boats.-

In addition to the vessels they built, the "STOCNIA REMONTOWA
GDYNSKA" shipyards do ~~A~~ large scale repair work on vessels of up
to 1,000 tons.

Often, the "COMMUNA PARISA" shipyards entrust the "S.R.G." with
the task of doing their secondary work.-

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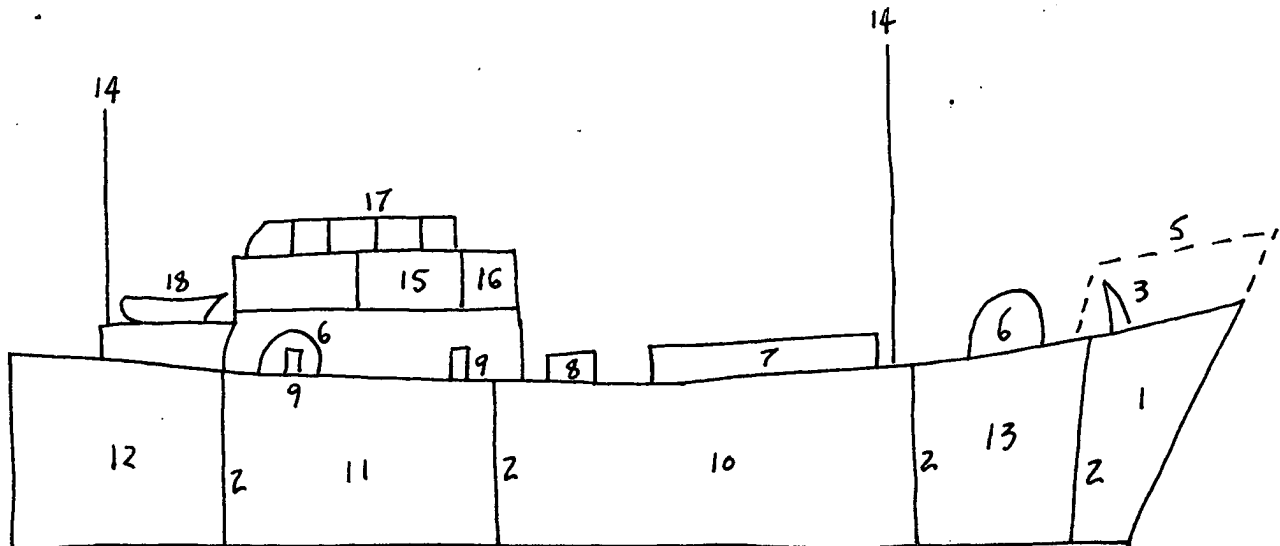
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DRAWING 'A'

B-12 FISHING BOAT

25X1



- | | |
|---|------------------------------|
| 1. Crew quarters (4 berths) | 10. Hold |
| 2. Water-proof partitions | 11. Engine room |
| 3. Staircase | 12. Crew quarters (4 berths) |
| 5. Shed (projecting roof) added to B-12 | 13. Store-room |
| vessels now under construction. | 14. Masts |
| 6. Fishing davits | 15. Master's quarters |
| 7. Opening of hold | 16. Bridge |
| 8. Windlass | 17. False bridge |
| 9. Entrance to superstructures | 18. Life boat |

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25X1

DRAWING 'E'

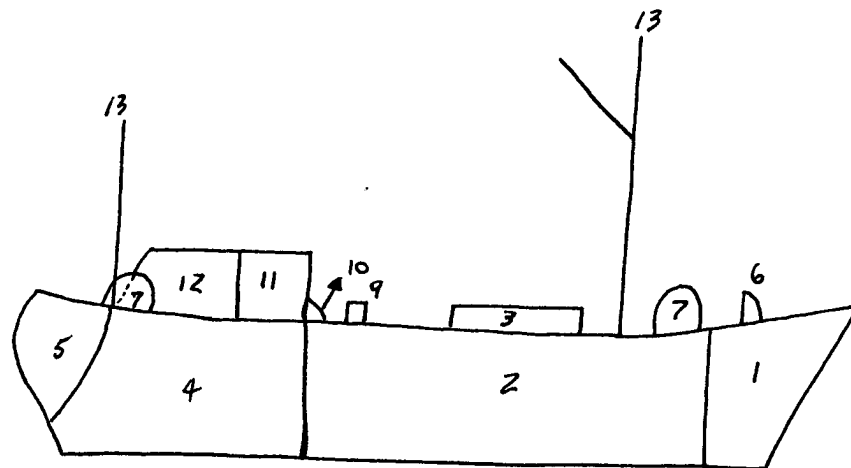
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TYPE OF 45-TON IRON

FISHING BOAT.-

25X1



- | | |
|-----------------------------|----------------------------|
| 1. Crew quarters (4 berths) | 10. Decklight (of engine). |
| 2. Hold | 11. Bridge |
| 3. Opening of hold | 12. Master's quarters |
| 4. Engine room | 13. Masts |
| 5. Store-room | |
| 6. Staircase | |
| 7. Fishing davits | |
| 9. Windlass | |

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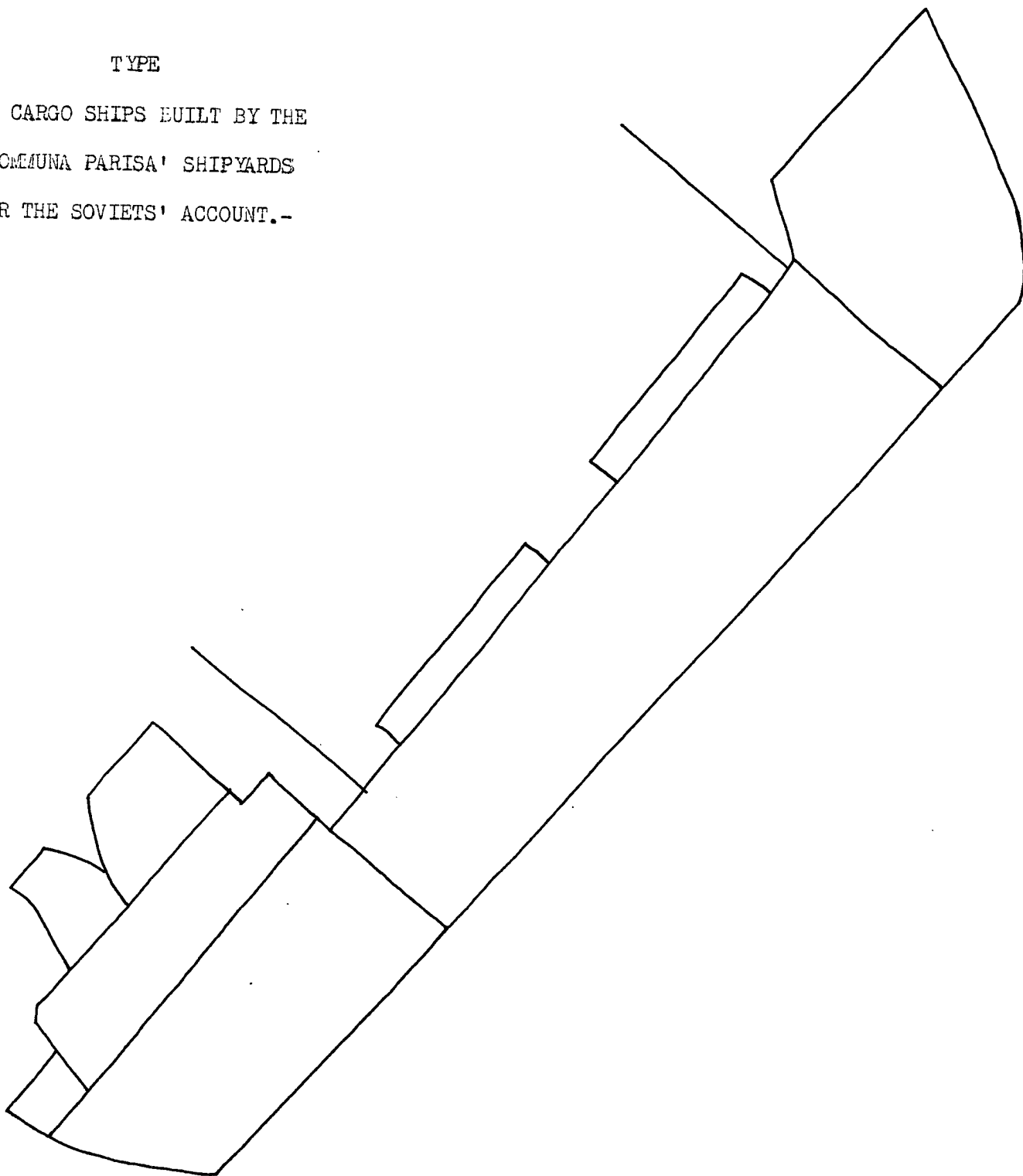
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DRAWING 'C'

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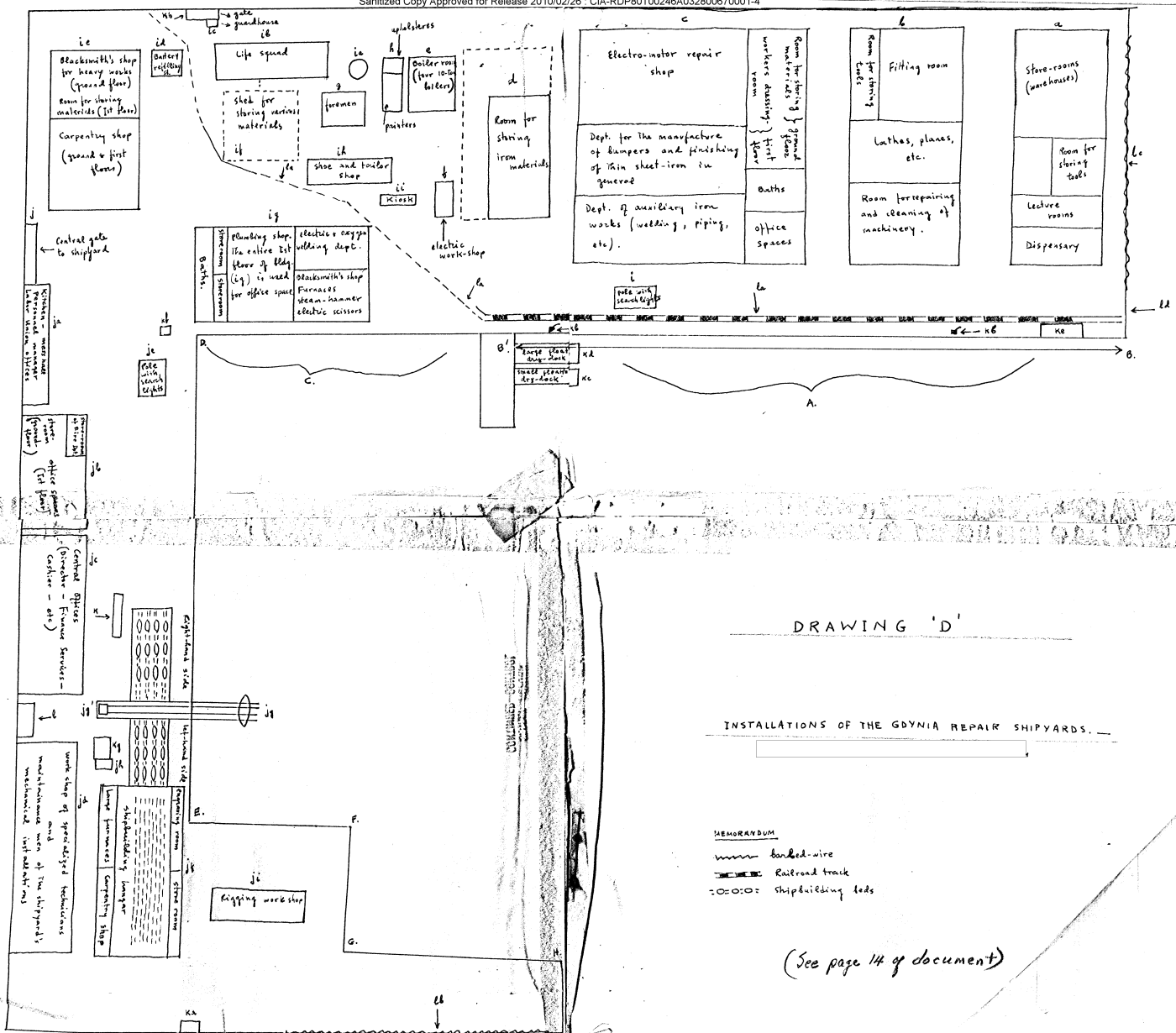
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TYPE
OF CARGO SHIPS BUILT BY THE
'COMUNA PARISA' SHIPYARDS
FOR THE SOVIETS' ACCOUNT.-

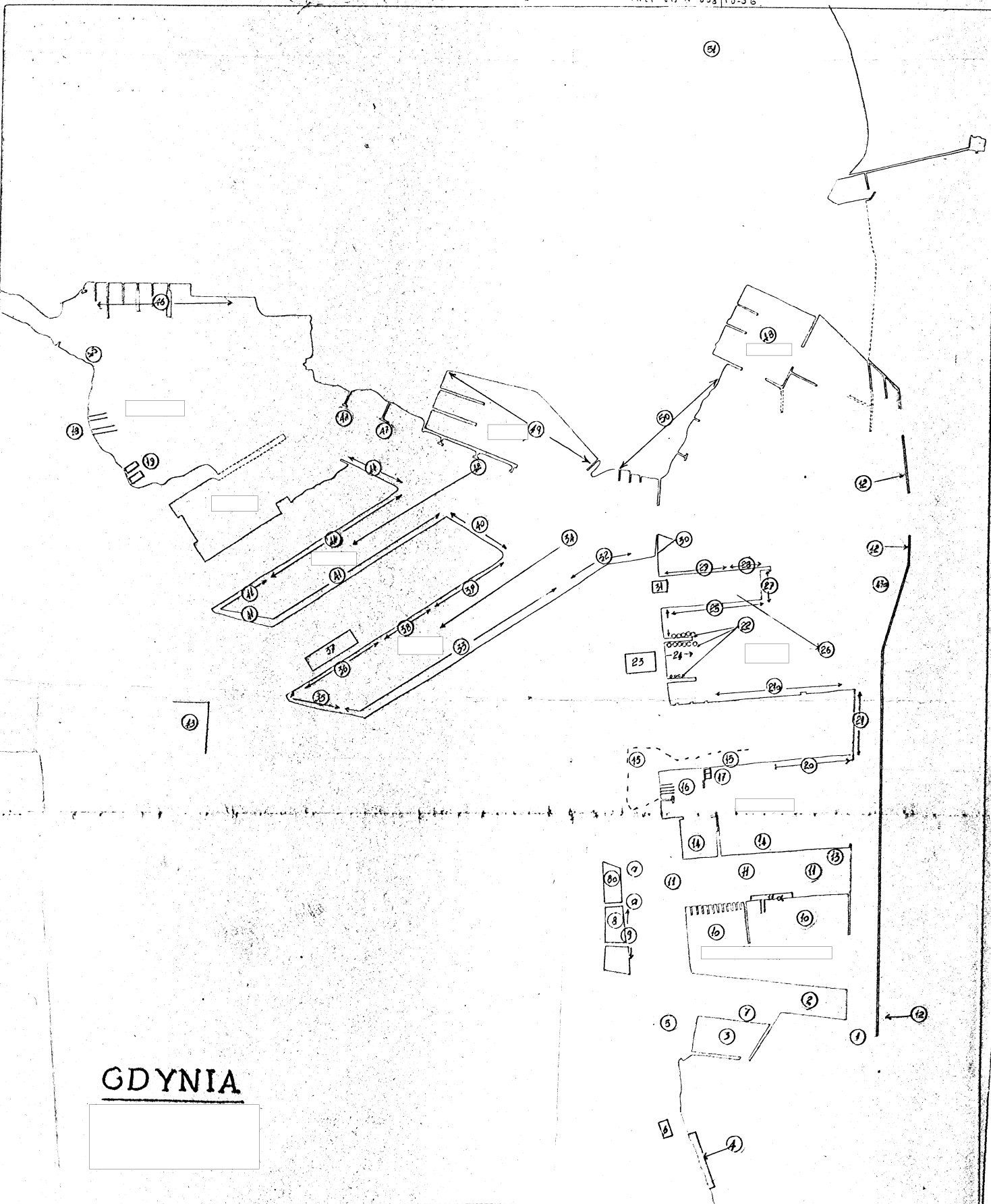


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25X1



Answer to N-338 10-56



GDYNIA

Drawing "E"

25X1

No projects were observed to being performed. On the same pier, there is a building indicated at point A which is used for a storehouse and as offices. There were groups of women observed on the roof of the building who were there probably on a break from their work.

At point 5 on the sketch, there are coal storehouses where many ships loaded.

25X1

two ships a day load by means of the installations which exist there.

On pier 2, next to the cranes, there are two railroad lines. On the side where the ship was being loaded, there are 8-9 cranes installed. They have a lifting power of about 20 tons. At the head of the pier, there is a large, stable crane.

25X1

there is shipbuilding there.

there was a ship being built of about 8000 tons.

6 ships a year can be launched.

25X1

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25X1

[REDACTED] 25X1

2

[REDACTED] 25X1

There were submarines at point 3. [REDACTED] They were unarmed. Evidently, there were there for repair. [REDACTED]
No special measures were observed pertaining to the guarding of the ships and the port. The crews of the ships were at liberty to go and come to and from the city through out the entire 24 hours without difficulty. [REDACTED] 25X1

[REDACTED] There were six or seven minesweepers in the port who were clearing the area from Cape HELLE to Gdynia and Danzig. [REDACTED]

[REDACTED] In general, great facility and freedom was observed pertaining to the communication to the city. 25X1

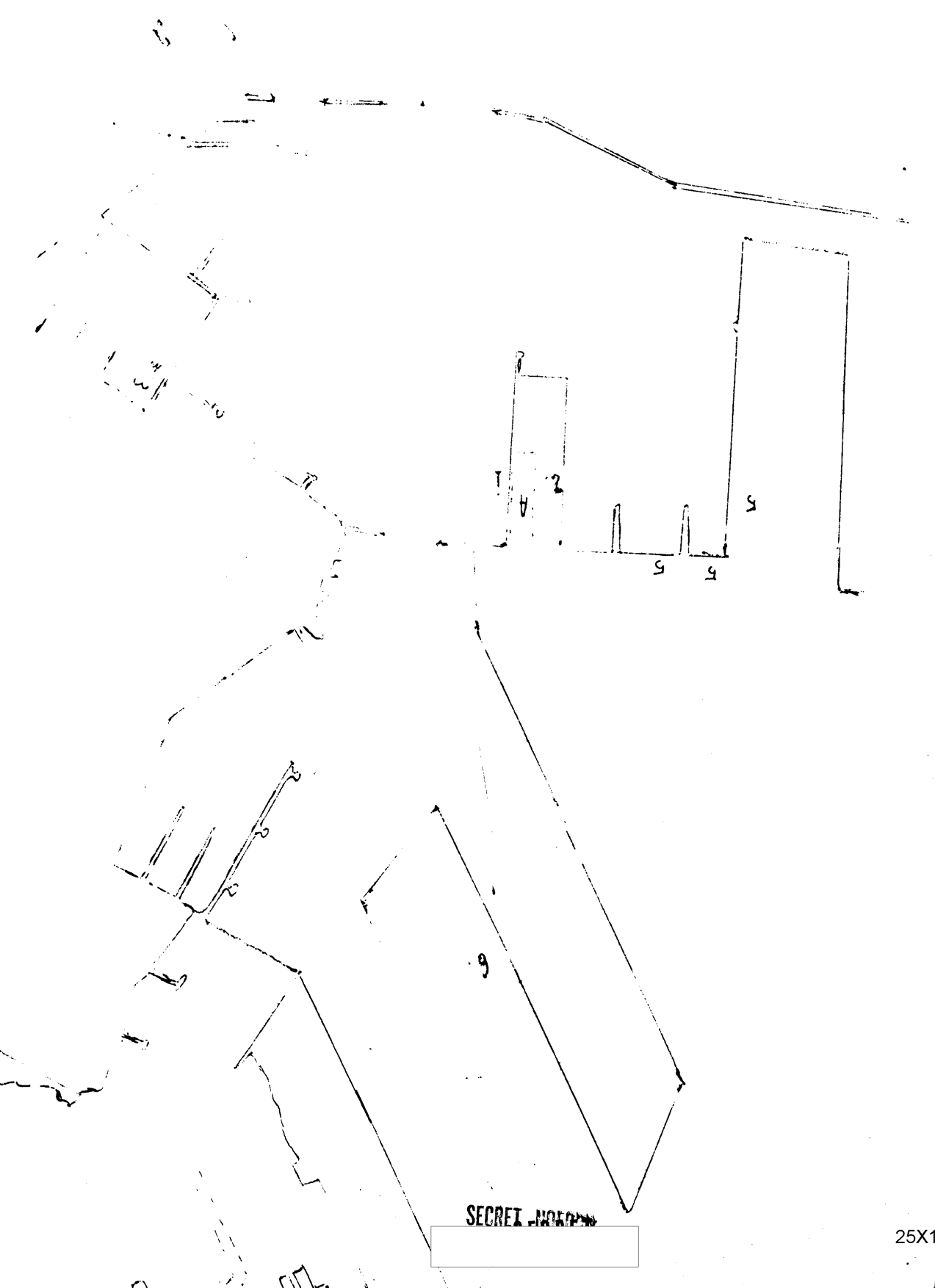
[REDACTED]
Black market exists and it is easy to sell objects to citizens in the city. 25X1

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NOFORN/CONTINUED CONTROL

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SECRET NOFORN

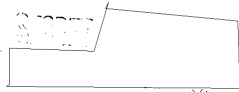
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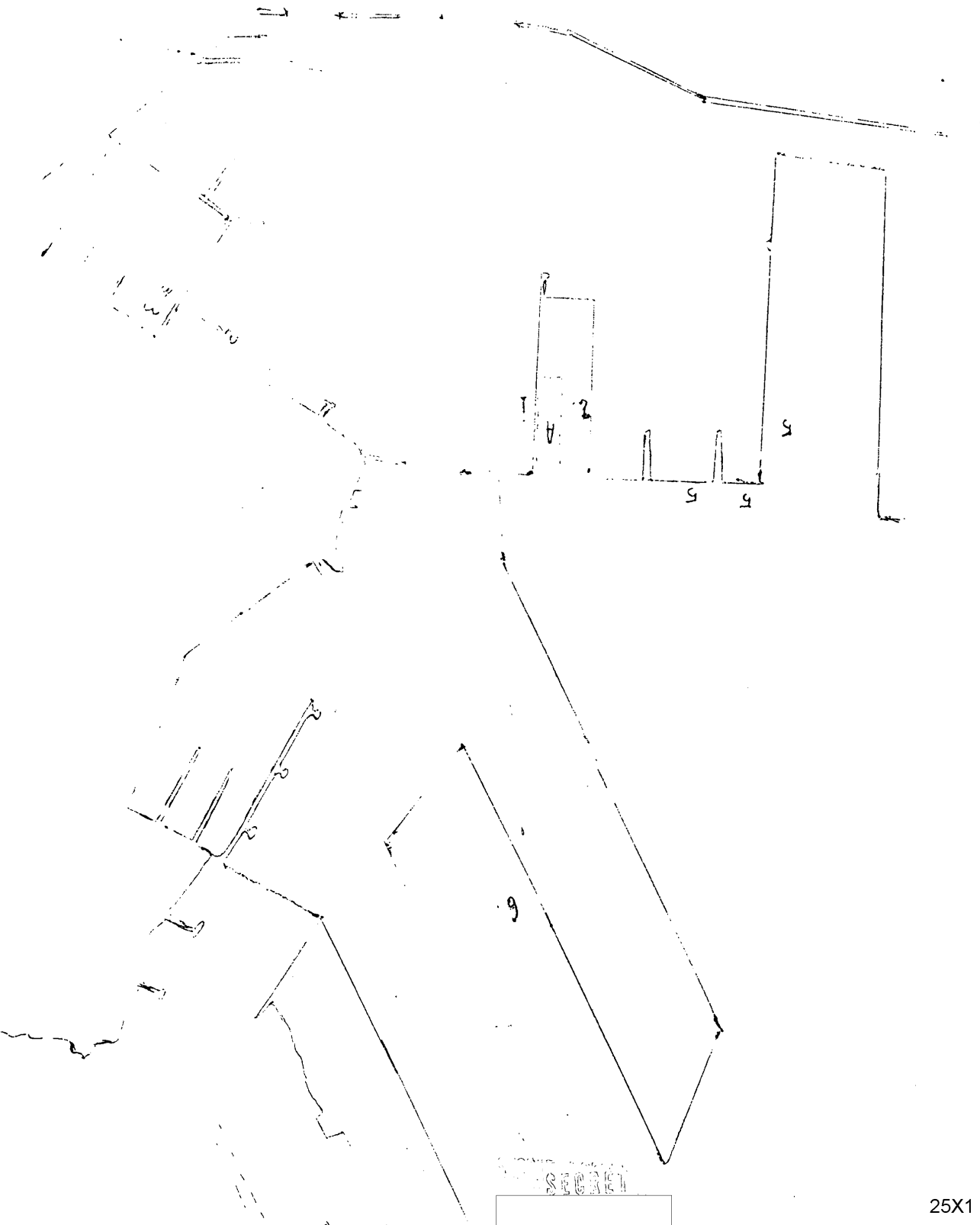
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